

**2007 TAC Roster and Attendance**

<b>Member</b>	<b>Agency</b>	<b>Jan</b>
Ian McAvoy (Co-Chair)	SamTrans	yes
Vacant (Co-Chair)	San Mateo County Engineering	
April Chan	Peninsula Corridor JPB	yes
Duncan Jones	Atherton Engineering	yes
Fernando Bravo	East Palo Alto Engineering	yes
Gene Gonzalo	CalTrans	
George Bagdon	Burlingame Engineering	yes
Jon Lynch	Redwood City Engineering	yes
Joseph Hurley	SMCTA	yes
K. Folan / M.Roddin	MTC	
Larry Patterson	San Mateo City Engineering	yes
Liz Cullinan	San Carlos Planning	yes
Mark Duino	San Mateo County Planning	yes
Meg Monroe	Burlingame Planning	yes
Mo Sharma	Daly City Engineering	yes
Parviz Mokhtari	San Carlos Engineering	yes
Randy Breault	Brisbane Engineering	yes
Ray Davis	Belmont Engineering	yes
Ray Towne	Foster City Engineering	yes
Reza (Ray) M. Razavi	South San Francisco Engineering	yes
Rick Mao	Colma Engineering	
Ruben Nino	Menlo Park Engineering	yes
Sandy Wong	C/CAG CMP	yes
Tatum Mothershead	Daly City Planning	yes
Van Ocampo	Pacifica Engineering	yes

**TECHNICAL ADVISORY COMMITTEE (TAC)  
FOR THE  
CONGESTION MANAGEMENT PROGRAM (CMP)**

**January 18, 2007**

**MINUTES**

The one hundred sixty-fourth (164th) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair McAvoy called the meeting to order at 1:20 p.m. on Thursday, January 18, 2007.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Richard Napier – C/CAG, John Hoang - C/CAG; Brian Lee – San Mateo County Public Works; Jim Bigelow – CMEQ.

**1. Public comment on items not on the agenda.**

No Comments.

**2. Issues from the last C/CAG and CMAQ meetings.**

As shown on Agenda.

**3. Approval of the Minutes from November 16, 2006.**

Approved. The minutes will be updated to include comments received by member Sharma from a separate facsimile.

**4. Recommendation on approval of the revised Scoring Criteria (Project Evaluation and Selection Process)**

John Hoang presented the following:

- The TAC was presented with the revised Scoring Criteria to be used for determining eligibility and prioritizing projects for future Surface Transportation Program (STP) funding cycles.
- Key issues considered in the development of the scoring criteria included usage, need, equity, readiness, and local match.
- Key points of the process include maintaining the competitive-based process, simplifying scoring categories to address usage and need.
- Eighty-five percent (85%) of the funds will be competitive-based and 15% of the funds will be discretionary used to address regionality, equity, and other issues.

Comments were as follows:

- (Members Monroe and Bagdon) When will the MTC Routine Accommodation Checklist be available and will the TAC have a chance to review the document? A concern was expressed that the TAC is approving a requirement by MTC that they haven't seen yet. (Member Wong) MTC is currently refining the checklist and should be available in 2 months. It was suggested that the Checklist be

brought to the TAC in the next meeting for review and comments. (Member Sharma) Suggestion to add the clause “as required by MTC”.

- (Member Nino and others) A question was brought up regarding how the subcommittee came up with 50% of the scoring to address “Need”. If a city spends less to maintain their streets then they would get more points, based on the PCI. Only requires a minimum of 11.47%. The old process awarded points to cities that provided more local match, thus extending the available money to other cities. (Member Mokhtari) The new process has more equality since it does not penalize the cities that don’t have enough local match. (Member Sharma) Another point was that streets with low AADT resulting in a low score could still achieve points from the PCI category. (Member Jones) The subcommittee considered many options and this scoring method utilizes the funds the most effectively by addressing streets with higher traffic volumes and most needs. We want to maintain the roads before it completely fails.
- (Member Nino) Did we look into the process Santa Clara County utilizes? Response was that Santa Clara County used a needs allocation method. The subcommittee looked into that methodology but considered the competitive method instead.
- (Member Ocampo) With regards to project eligibility, a street segment that received funding will not be eligible to receive new funding until after 5 years. This period should extend to a minimum of 15 years to prevent a scenario where a limited number of streets within the County (with AADTs and PCIs that consistently scores high) repeatedly obtain funds every 5 years. This should not be a maintenance program for specific streets. Cities with streets that have lower AADT will not compete well. With the limited available funds already, the money may not extend down to projects that rank lower due to lower AADT. (Member Davis) Projects that receive funds will most likely have a PCI greater than 70 after five years anyways resulting in a lower score therefore it will not be a factor. (Member Mokhtari) The addition of slurry seals maintenance treatments, which extends the life of the pavement at least five years, was the reason why the five years minimum was established.
- (Member Towne) Was the 85% competition a mandate? No, the Subcommittee established the level.
- (Member Wong) Wanted clarification for the screening factors that no new right-of-way will be needed for the proposed project. Concurred as written.
- Caltrans will approve all DBE requirements for federal STP funds.
- Member Davis moved the approval of the recommendation, second by another member. Opposition by member Ocampo.
- Co-Chair McAvoy recommended moving forward with the recommendation with a contingent on the Routine Accommodation information that will be received from MTC.

## **5. Update on the Incident Management – Alternative Route Plan Project**

John Hoang updated the TAC on the following:

- An Incident Management (IM) Committee has been formed to help guide the development of the Incident Management – Alternative Route Plan.
- The IM Committee identified tasks required for the plan development process and established preliminary alternative route for US-101.

- To assist in the project, the IM Committee approved the RFP for consultant services. The RFP was released in December 27, 2006 and due January 19, 2007.
- The next steps will be to select a consultant and develop a detailed scope of work.

Comments and questions are as follows:

- Regarding comments evacuation and emergency planning, would the project be looking at physical barrier changes to convert traffic flow into one direction. That point will be considered when working on determining evacuation strategies portion of the project.
- Public comment from guest, Pat Dixon, suggested that these routes be driven and analyzed before final selections are made.
- Clarification is that the TAC will have opportunities to review all work for this project.
- A request to receive the preliminary alternative routes in a map form. Maps are available.

## **6. Recommendation on approval of the 2006 STIP Augmentation**

Sandy Wong presented on the 2006 State Transportation Improvement Program Augmentation for San Mateo County. The Proposition 1B, which was approved on November 7, 2006, will bring \$23.5M (Highway capacity) and \$9M (Public Transportation Account - PTA) revenues to San Mateo County which will go towards various projects. In addition to the list provided at the meeting, a new request was submitted to staff. Staff recommends an amendment to the proposed list of project to add \$900,000 under the PTA component to BART to make improvements to the Daly City BART Station access improvement.

Comments and answers are as follows:

- What fiscal year will this project be in? The project will be in either FY08 or FY09. This is a fully funded project.
- Does this project reduce any other project? No, the County has a target but C/CAG was given a maximum. PTA projects have higher chances of being approved. In case the CTC does not approve this project, we can submit again in the 2008 STIP.
- Are there any ways to prioritize the STIP in case there is a change in the budget? All the projects on the list will use money from the bond. If any prioritization is needed then this list will be brought back to the TAC. It is anticipated that this list will be approved in the next couple of months.

Member Davis moved approval of the 2006 STIP Augmentation with the additional BART project. Second.

## **7. Consideration of concepts for the Countywide portion of the AB1546 Program**

Richard Napier, Executive Director of C/CAG, presented on the following:

- For the AB156 Program, the local share of the program has been very successful.
- The County's share of the program includes the current projects for the stormwater pollution prevention.
- C/CAG is looking for project ideas for the countywide portion of the funds taking into consideration general projects listed in the staff report.

Comments:

- Member Lynch suggested additional ideas for the stormwater pollution, specifically C-3 mandates as a possible countywide project.
- Clarification on the Sustainable Streets and Parking Lots was made. Suggestion to consider projects for grease separating drain (“petroleum pillows”) in parking lots.
- Member Mokhtari suggested looking into the alternative fuel vehicles and that the grant opportunities.
- Co-chair McAvoy suggested forming a subcommittee to explore in more detail. Staff will set up the group. Volunteers from the TAC included members Hurley, Sharma, Nino, and Mokhtari. Other members are welcomed. Staff will set up meeting.
- The reauthorization process for the AB1546 has started.

## **8. Measure A Update**

Joe Hurley reported on the Draft Strategic Plan, specifically the highway component. Operational analysis has been completed on the 31 projects that were submitted for considerations. The plan is to take to raw data collected to date and present to the TAC at February’s TAC Meeting. More work have been spent on the highway program but regarding non-highway projects, the TA is looking at the grade separation program and Caltrains to make sure the 2025 projects being rolled out is compatible with the strategic plan.

## **9. Member Reports.**

Richard Napier indicated a memo relating to the clean diesel. The letter was sent to the City Managers and applications are due February 1, 2007.

Co-chair McAvoy suggested that updates to the legislation with regards to the infrastructure bond program.

Member Nino indicated that the San Francisco Water Department is coming out with a “Draft Water Encroachment Policy”, which appears to be a precursor to approximately \$3 billion of capital projects. The policy, in short, indicates that there will not

Member Wong provided an update the CMIA Bond. San Mateo County submitted five (5) projects and two (2) made the first cut and will be sent to the CTC for consideration. The projects are the auxiliary lane from Marsh to the Santa Clara County line and the other project is an ITS for traffic operations equipment. Ramp metering on SB-101 will be turned on Jan. 30<sup>th</sup> and NB-101 a month afterwards. One week before the turn-on, the lights will be set at all green.

On behalf of the TAC, Co-chair McAvoy thank Richard Napier and Sandy Wong for their work through the CMIA process.

The meeting adjourned.